SAFETY IS ALWAYS IN SEASON

CANADIAN NATIONAL RAILWAYS

CENTRAL REGION

SOUTHERN-ONTARIO DISTRICT

BELLEVILLE DIVISION



TIME



TABLE



Taking Effect at 12.01 a.m. Sunday, October 26th, 1958

GOVERNED BY EASTERN STANDARD TIME

CHECK DAYS OF WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE

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

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAYE A COPY OF THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO IF ANY, WITH THEM WHILE ON DUTY.

W. H. KYLE VICE-PRESIDENT, TORONTO

> W. C. BOWRA GENERAL MANAGER

> > W. E. TATE

GEN'L SUPT. TRANSPORTATION, TORONTO

J. W. DEMCOE, GENERAL SUPERINTENDENT,
TORONTO

J. CAMPBELL,

SUPERINTENDENT TRANSPORTATION.

BELLEVILLE DIVISION

	L H						48146776777 481467777777	PAGE
Road Foreman of Engines, Believille, Ont.	D. W. HAMILTON, Passenger Trainmaster, Toronto, Ont. J. A. TAIT.	Assistant Superintendent, Lindsay, Ont. R. DIXON, R. DIXON Master Mechanic, Belleville, Ont.	G. F. WADE, Assistant Superintendent, Belleville, Ont.		L. J. TRAIN, Chie F. K. McLEARN,	Dispatching Office	Besserner B Campbellford B Coboconk B Cobe Hill. B Cobe Hill. B Grandoque B Hallburton B Irondale B Halburton B Irondale B Haldarton B Mardoc B Marmorn B Mayrooth I Oahawa B Picton B Smitths Falls B Uxbridge B	SUBDIVISION
	J. A. GILLESPIE K. M. HUTCHINSON J. M. BOYD G. J. ARMSTRONG	- FF0%	H. E. YOUNG		Dispatching Othes—Lindasy, Ont.—Office Signal "DS" L. J. TRAIN, Chief Train Dispatcher, Believille, Ont. F. K. McLEARN, Chief Train Dispatcher, Lindsay, Ont	Dispatching Office—Belleville, Ont.—Office Signal "BX"	Besemer Jot. Belleville Blackwater Blackwater Blackwater Blackwater Blackwater Blackwater Blackwater Brockville Kingston Mulbrook Madoe Jot. Trenton Lindaay Belleville Belleville Belleville Trenton Trenton Trenton Trenton	FROM
	Relieving Train Dispatchers	Train Dispatchers,		Train Dispatchers, Belleville	le, Ont.	ignal "BX"	Child's Mine Lindsay Cobeconk Coe Hill Bellerille Bellerille Haliburton Howland Hanley Lakefiel Midoc Mileage 2.75 Wallace Mileage 33.6 Federal Federal Mileage 59.2	То
Townsel (Company)	spatchers	, Lindsay		, Belleville		Manifer prefer that the control of t	87 36444 36444 37 20 36 36444 37 20 36 36444 37 20 36 36444 37 20 36 36 36 36 36 36 36 36 36 36 36 36 36	MILES

EMERGENCY REPAIR EQUIPMENT

A PARTY OF THE PAR

This stock of emergency equipment is maintained by the Car Department and Agent, and Operators on duty should be contacted promptly by Train Conductor in event of necessity arising enroute to use this equipment. Employees using such equipment should promptly wire Assistant Superintendent and Car Foreman concerned, the quantity and type of equipment so used.

Signal Lyn... Mileage Mileage Mallory Mileage Mileage Mileage Mileage Mileage Lansdo Ganan Mileage

Mileage 163.4 Ti Mileage 171.7 A Mileage 172.7 A Mileage 174.2 Ti Mileage 176.4 It Mileage 176.4 It Cataraqui. It Mileage 185.9 Mileage 185.9 I Mileage 185.9 I Fredericksburg. In tool house.

Mileage 197.5. In tool house.

Mileage 197.5. In box on pole.

At west switch, westward siding.

Marywille. In station.

Shannonville. In station.

Signal 2183. In box at signal.

Switch. Mileage 217.3.... To switchtender, At switch to Kingston Subdivision.
In booth at switch.
In tool house.
In box on pole.
In booth.
In booth.
In booth.
In box on pole, seatward siding.
In box station platform.
In box station platform.
In box house.

CAMPBELLFORD SUBDIVISION

OSHAWA SUBDIVI

TELEPHONES

(Unless otherwise described, these telephones are for direct communication with train dispatcher)

GANANOQUE SUBDIVISION

	The state of the s
GANANOQUE SUBDIVISION	OSHAWA SUBDIVISION—Continued
1 1272 To Brockville yard office.	No. 1 crossover, OshawaTo operator, Oshawa
ge 131.5 In booth.	No. 4 crossover, OshawaTo operator, Oshawa
orytown In tool house.	East end, Freight Shed, OshawaTo operator, Oshawa
ge 142.5 In box on pole.	On Carman's shanty,
noque Jct At east switch, eastward siding.	No. 14 track,
ge 156.2 In booth ey	Yard, OshawaTo operator and Stevenson Rd. Yard
ge 163.4. In tool house.	
iu In tool house.	Mileage 304.4 At switch, Harbour Spur.
de 172.7 At switch to Kingston Subdivision.	Whitby In box, station platform.
ige 174.2 In booth at switch.	Dilco At west switch, crossover.
ige 176.4 In box on pole.	Pickering (M. 312) In box on noie.
ge 182.9, In booth.	Pickering
stown	Port UnionIn booth at water crane.
In box station platform.	Manyille track.
ige 197.5 In box on pole. At west switch, westward siding.	

整数 稳

= 4 =	Belleville	
Belleville Yard, n connection between laynooth Subdivisions.	Anson	_
astward siding, latform.	Mileage 45 In booth. Mileage 47 In tool house.	
vestward siding.	Mileage 50.5 In booth. Keene	
atform.	Mileage 67In booth. Mileage 63.1In booth C.P.R. diamond. Mileage 63.1In booth.	
ward siding.	On tool house, Brock Street To operator Peterboro,	
astward siding.	switch	
latform. latform. east switch of crossover.	MIDLAND SUBDIVISION	
	Mileage 0.4East end of tool house. Mileage 11In tool house, southeast corner.	

NOI

Mileage 0.4. East end of tool house. Mileage 11. In tool house, southeast corner. Lorneville. In baggage room. Waubbushene In tool house, west side. East tool house, west side.
Mileage 0.4. East end of tool house. Mileage 11. In old house, southeast Lorneville. In baggage room. Waubuushene East. In tool house, west side. Martyr's Shrine. In box under canopy.
e, southeast com. e, west side. canopy.

GANANOQUE SUBDIVISION FOOTNOTES

— Brockville—Westward movements on eastward track against overdue first and second class trains, between shop switch at Porth Street and switch leading to south yard located as hundred feet east of Brockville Yard office, must obtain permission or signal from switchtender at Perth Street who will perform signalinant's duties.

For movement from westward track to eastward track through facing crossover west of Perth Street, indication as shown by Rule 501-e will be displayed by signal No. 1257 when switches are properly set and Block is un-

Mileage 127.2—Trains stopped by signal 1272 must contact yard staff (by telephone at signal) for instructions. Brockville Yard—*Register station for trains originating and terminating.

Kingston—Eastward freight trains with full or nearly full tonnage, handled by Mikado engines, must not leave Kingston less than 45 minutes ahead of Nos. 6 and 32. Jack Gran

Aluminum Spur (Mileage 174.2)—Aluminum building is equipped with overhead doors, electrically operated from inside. Before entering building trainmen must see that doors are open to fullest extent. All movements on forge Plant track, Aluminum Company, must be protected by a member of crew. All movements on remelt track, Aluminum Company, must stop at stop bard attached to northwest corner of adjacent building and member of crew operate switch below sign to light red light inside and green light outside doorway. When switching completed lights must be turned off.

Cataraqui Spur (Mileage 178.4)—Cars must not be placed more than 140 feet south of spout at elevator.

Engines must not enter any building at the Nylon Plant. When necessary a reach of cars must be used to move cars in or out of these buildings.

Ernestown—Cars must not be left standing east of derail on shed track within 180 feet of west side of public crossing at grade, mileage 188.0. All switching movements over this crossing must be protected by member of crew. (B.T.C. 38012).

Napanee—All movements on shed track over crossing at grade immediately south of station, mileage 198,9 must be protected by member of crew.

Centre Street crossing, mileage 199,1, and Old Belleville Road crossing, mileage 199,5, are protected by flashing light signals and gates. Instructions re manual operation of these devices posted in boxes at each crossing. Crews must observe that gates are in lowered position for switching moves. Pushbutton—Special Instruction No. 4 applicable.

Shannonville—A pit for unleading grain is located on south side of siding, 700 feet west of switch. Trainmen should avoid this pit during switching operations.

Belleville Yard—Mileage 217.3—Movements between Belleville Yard and the switch in eastward main track at Mileage 217.3 leading to Canada Cement Co.9 tracks will be made over eastward main track. Trainmen, before making westward movement and before passing block sign, will call switchtender by means of telephone located in box at switch, and will not open switch or foul main track until switch indicator show. "In train approaching" indication. When switchtender receives telephone call that switch is to be used, he will, if his indicator is teler, turn the handle of the time release to the left; this will set signal 2196 at "STOP". Time release will run for a period of two minutes after which indicator at the switch will clear. Time release must be left in the run down position until engine or train has arrived at switch cabin; time release should then be turned to the right far enough for holding dog to engage it.

"Balle-Ille—*Register station for trains originating and terminating. Trains Nos. 6, 15, 31 and 32 may register at Belleville by delivering register ticket to Operator. Belleville Yard—*Register station for trains originating and terminating.

*CONDITIONAL STOPS

No. 19 Flag stop at Mallorytown and Landowne Sundays.

No. 16 stop at Napanee to detrain revenue passengers from Toronto and beyond.

*Belleville	Napanee	Kingston	Gananoque	*Brockville Y
—17271 feet east of station. Special Instruction B-2 applicable.	—7233 feet east of station. 8300 feet west of station.	—7190 feet east of station. 8693 feet west of station.	Gananoque Jct.—5360 feet east of station. 4850 feet west of station.	*Brockville Yard—9391 feet west of yard office. Special Instruction D-2 applicable.
Special Instruction 19-2 applicable.				Special Instruction D-2 applicable.

t opera n, milea t engin	must not opera)—250 ton, milea Heaviest engir	KINOSTION—Reliance Moulding track. Heavest engines permitted, standard is stand or dised switcher. CATARAQUI SPUR—Engines heavier than 34% Pacific class must not oper and Penitentiary track. Heaviest auxiliary crane, Mileage 0.0 to 1.0—250 ton, miles or end—78 ton. NAPANEE—Imperial Oil track and Canning Factory track. Heaviest engines are considered to the constant of the const	34% Parie, Mileag	Moulding track. Heaviest engines permer. Engines heavier than 34% Pacific class Heaviest auxiliary crane, Mileage 0.0 to 1. Oil track and Canning Factory track.	ktiNGSION—kelianee Moulding track. li steam or diesel switcher. CATARAQUI SPUR—Engines heavier and Penitentiary track. Heaviest auxiliar o end—75 ton. NAPANEE—Imperial Oil track and	itcher.	liesel sw UI SPU iary trac on. —Imper	KINGSTON—Reliance Wheel steam or diesel switcher CATARAQUI SPUR—E beyond Penitentiary track. H 1.0 to end—75 ton. NAPANEE—Imperial O	cAll cond F to en	J & 8			of mail e of ma f mail of mail	caboos or light engines caboos or light engines do 5, daily except Sunday, for exchange of mail do 14, daily except Sunday, for exchange of mail 5, 6, daily except Sunday, for exchange of mail 1, 14, daily except Sunday, for exchange of mail Aluminum Spur (except asunday crane).	ginesunday, fo unday, fo Sunday, for inday, for inday, for ept auxili	r light engresser Sy except Su excep	caboose o lo. 5, daily lo. 14, daily lo. 14, daily lo. 14, daily lo. 14, daily	Engine with aboose of light engines. Engine with aboose of light engines. Malloryton, No. 5, daily except Sunday, for exchange of mat Malloryton, O. 14, daily except Sunday, for exchange of mat Lansdowne, No. 5, daily except Sunday, for exchange of mall Maleage 174.2—Aluminum Spur (except axullary cane).	•Mal •Lan Milea
on on re	of static	ENGINE AND CAR RESTRICTIONS GANANOQUE JCT.—Engines must not go beyond crossing east of station on r	STRICTION OF COMPANY	ENGINE AND CAR RESTRICTIONS T.—Engines must not go beyond crossin	gines mus	ENGI I.—En	UE JC	ANOQ	GANAN around track	Miles per hour 80 are	. I≅		. Ø	SPEED RESTRICTIONS herwise limited:	D REST	SPEI t otherwis	where no	SPEED REST	Maxi
32 32	Daily 6	Daffy 14	16	Monday only 118	Daily ex. Monday	-	1.15	sit sign	ard lin	95.1 miles Rules 251-258 apply between west yard limit sign Brockvitle Yard and Belleville.	Rules &			Daily Ex. Sun. 6 Mon.	Daffy 17	Daily 5	о _ф	19	
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<u>1</u> 20	6.27	12.42	2.15	12.54	12.49	RD .	YA RD	4 7	v	BELLEVILLE YARD		C X	213.5	2.05	4.02	1.52	7.26	2.25	
	6.33	12.49	2.23		12.57	-	E81	н		Jct. with Smiths Falls Sub. MARYSVILLE	***	××	207.0		3.52	1.46		2.19	7
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12.	6.54	1.15	2.52	1.31	1.30	Yard	W98	8	UN	<	natic	ROOM.	188.0	1.42	3.25	1.25	7.03	5 .33 .43	
12.	7.01	1.23	3.02	1.40	1 .38	9	d :	СВ	A A	COLLING BAY	Bloc	×		1.32	3.14	1.18	6.53	1.25	
12.4	8 7.14	s 1.40	8 3.20	8 2.05	8 2.00	Yard	W851	0 0	DN	V. Jet. with Kingston Sub. V	k Signal	K	172.7	1.22	8 3.00	8 1.10	8 6.45	. s 1.15	8
12.4	7.19	1.46	3.26	2.15	2.10	50		-	4	RIDEAU	nal S		168.9	1.16	2.43	1.00	6.35	. 12.54	6.13
12.5	7.29	1.54	3.36	2.25	2.20	8	E86		7	FINDLEY	_	×	- 60.	4	2.36	12.53	+ 2 - 1 - 1	12.46	
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		g.,		xiliary crar	E	auxiliary crane	•	10	7
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からいない				aw	auxiliary crane	人がおいまでは	:	10	100
	19-220.	7, Passenge	er trains	handled by	y diesel locc	219-220.7, Passenger trains handled by diesel locomotives	:	80	
ror main	restrictions	apply at p	against ublic cro	ssing at g	rade until 1	main track movement against the current of trains the longwing speed restrictions apply at public crossing at grade until the engine or leading	ading		10.0
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1,100	146.7	Main St. L.	nsdown	e Eastwarc	l Track	Lansdowne Eastward Track	5	3 8	
	2000	" —Eastward track		-Eastward track	: :			8	
	199.0	Centre St., Napanee	Napane			Track:	•	62	
		Highway No. 2	0. 2		W. and E.	Tracks	P. 189	8	Ŷ
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Mileage 1	78.4	Cataraqui S	Spur-tr	estles at m	Mileage 178.4—Cataraqui Spur—trestles at mileage 1 and 1.8	1.8		10	-

Aluminum Spur (On Eastward Track). Cataraqui Spur (On Eastward Track). Descronto Spur, 6,5 miles (On Eastward track).	OTHER TRACKS	DESERONTO SPUR—Heaviest engine permitted, Mileage 1 to Descroto—3600 class. Heaviest engine permitted beyond engine restriction sign on Quinte Fuel Company track, Mileage 6-28%. (Reach of cars may be used beyond engine restriction sign.)	NAPANEE—Imperial Oil track and Canning Factory track. Heaviest engines permitted—any 45% class engine except 40% Pacific and Hudson class engines.	CATARAQUI SPUR—Engines heavier than 34% Pacific class must not operate beyond Penitentiary track. Heaviest auxiliary crane, Mileage 0.0 to 1.0—250 ton, mileage 1.0 to end—75 ton.	KINGSTON—Reliance Moulding track. Heaviest engines permitted, standard six wheel steam or diesel switcher.	around track.
E&W E.	Points face	Deseront te Fuel C ion sign.)	Heaviest engines.	-250 ton,	ted, stand	מ שממטו
174.2 178.4 199.1	Mileage	ompany	engines	operate mileage	dard six	011 1111

ur, 6.5 miles (Un Eastward track)	ir (Un Eastward Irack)	ur (On Eastward Track)	OTHER TRACKS
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TAKE SIDING SIGNALS

LEAVE SIDING SIGNALS

Gananoque Jct.—On Eastward Signal No. 1840
—On Westward Signal No. 1817
Ernestown —On Eastward Signal No. 1892
—On Westward Signal No. 1898
Napanee —On Eastward Signal No. 1898 Gananoque Jet.—East switch of eastward siding
Findley
East switch of westward siding
Enestown
Enestown
-East switch of eastward siding
-East switch of eastward siding
-West switch of westward siding
Napanee
-West switch of westward siding SPRING SWITCHES Napanee

Trains leaving sidings where spring switches are located must not exceed twenty-five miles per hour until entire train has passed through switch.

Low color light signals protecting facing point movements are located at these spring switches. Movements against the current of traffic approaching spring switches in the facing point direction must be so controlled as to enable stop to be made when signal indicates "Stop". Movement may then be made in accordance with Rule 104A.

Belleville

Mileage.

CROSSOVERS

Special Instruction B-2 applicable.

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15	Daily	A 9.45 A	Ė	•	9.08	9.04	88.59	8.44			F8.27	8.19	8.12		8.01	7.54		1. 19411	Daily	Passenger	15		77 17	W IT O
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9	Daily Ex. Saturday and Sunday	A 98.30 A	* 8.12		8 7.52	8 7.35		6.00	6.45	1	8 6.25	6.13		8 5.50	8 5.40	8 5.25		± 5.05 ±	Ex. Sagurday	-	9	FIRST CLASS		- 1
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17	Daily	A 7,15	6.52	6.40	6.32	06.3	8 6.16	0.09	1 0		5.30		5.16	5.10	5.01	4.50		L 4.35		Passenger Daily	17			
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All movements between Scarboro and Toronto must be governeby Toronto Terminals Time Table and requirements.	113.1 miles Rules 25.1-258 apply between Belleville and Scarboro.	TORONTO Toront ferming	Jet. with Uxbridge Sub. 2.		-		۷ : ت ت	:	U	DN	טי	< U	z .	9	S	U I	V Jet. with Maynooth Sub. V D N	BELLEVILLEV DN		STATIONS	Order	Offic	Ž	OSHAWA
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o) July	L 4.15		1.00	4.45		4.51	я д Д		2.03	5.18	H	5.36		5.47	5.53	6.01	A 6.13	2	Daily		0		EA
TO	Ez. Sunday	PM C		0.13	9.27		F 9.34	8 9.52	810.11	10.20	10.27	810.44 811.18	5.36 AN 10.52 811.29		*11.24	811.35 F11.55	811.55	A 12.10	ě	Daily ex. Monday	10	0	FIRS	FASIWARD INAINS
TTO	110	PHO	0 1	0.57	9.27 10.12		F 9.34 810.21	8 9.52 810.35	810.11 810.50	10.20 810.58	10.27 11.07	811.18	811.29		*11.24 *11.45	F11.55	812.10	A 12.25	\$	Monday		110	FIRST CLASS	70
40	Hr. Saturday and Sunday	PM Diffy PM		10.03	10.15		10.21	10.25			10.45	10.55	11.03		11.14	11.20	11.28	A 11.43A 1.55	PM Outday	Ex. Saturday		25	S	MINS
F	1 2	- 1	1 1 30		12.01	:	12.13	10.25 812.21	12.32		12.45	10.55 *12.55			1.21	1.30	1.41		1	Daily	Panenger	16		
				11.52							1								1					
								:								-								

OSHAWA SUBDIVISION FOOTNOTES

Belleville—"Register station for trains originating and terminating. Other trains register Belleville Yard. Trains Nos. 6, 15, 31 and 32 may register at Belleville by delivering register ticket to Operator.

Trains or engines may pass stop indication of automatic block signal 2218 by calling switchtender Belleville, and receiving instructions.

City Branch—All movements over Emily Street public crossing at grade, first West of freight shed, must be flagged by member of crew. (B.T.C. 73282).

City Branch—Pinnacle St.—Joint use of tracks: (1) First track south of C.P.R. station is main track for C.P.R. trains and may be used by C.N.R. for movements to and from Pinnacle St. connection and interchange tracks. The track between the first switch form Pinnacle St. connection and interchange tracks. The track c.P.R. station is C.N.R. track. C.P.R. engines or trains must not meter or occupy any of the tracks excepting joint track. (3) C.N.R. engines using C.P.R. interchange track must not run more than fifty feet from main track frog. (4) East excepting processors, interchange track switch and Pinnacle St. connection switches are switch of crossover, interchange track switch and Pinnacle St. connection switches are equipped with electric locks controlled by operator when on duty, otherwise by gateman on (6) Telephones located at above switches for communication with operator or gateman on duty. (6) C.N.R. engines requiring to use switches leading to joint track will not foul this track until electric lock on switch is released. Switch at west end of crossover is not electrically locked.

Trenton Jct.—The most southerly track on connection between Oshawa and Maynooth subdivisions must be left clear.

Frankford Road public crossing over transfer track is protected by flashing light signals. Before occupying this crossing movement must be stopped and instructions posted in box carried out. Pushbutton—Special Instruction No. 4 applicable.

Mileage 244.3—Automatic block signal 2443, westward track, is a station protection signal.

Colborne—Cars must not be left within 200 feet of Lakeport public crossing at grade, mileage 249.9, first west of station. (B.T.C. 30723).

A pit for unloading grain is located on north side of east end of team track men should avoid this pit during switching operations. Train-

Cobourg-Register station for trains originating and terminating.

Switch leading to siding extension at west end of westward siding is to be left set for movement from siding to westward main track. When in this position yellow light and target will so indicate.

Eastward trains must pull clear of Ontario Street public crossing at grade, mileage 294.5, and the crossover. Westward trains standing in westward siding must clear crossover and yard lead switch. Conductors and enginemen will be held equally responsible for observing these instructions.

When trains are standing on eastward siding less than 100 feet from D'Arcy Street, mileage 263.4, second east of station, crossing must be protected by member of crew. (B.T.C. 29944).

All movements over public crossings at grade between main track and freight shed must be protected by member of crew. In addition, engine whistle signal must be sounded and bell rung for crossings.

All train movements over intersection of King and Spring Streets must be flagged by two members of the train crew, one located on each side of the track. (B.T.C. 78731).

Before switching on either of the two south tracks of old General Foods plant a member of the crew must operate electric switch at southeast or southwest corner of building to light warning lights inside doorways. When switching completed lights must be turned off.

Port Hope—Switch leading to siding extension at east end of eastward siding is to be left set for movement from siding to eastward main track. When in this position yellow light and target will so indicate.

Town Spur—All movements over Walton St. must be brought to a stop before reaching crossing and movement over crossing protected by member of crew. (B.I.C. 59213).

Bowmanville (Town Spur)—Dual Public Highway No. 401 crossing at grade is protected by manually operated flashing light signals and bells. Before occupying this crossing movement must be stopped and instructions posted in box carried out. Fushbutton—Special Instruction No. 4 applicable.

Oshawa---*Register station for trains originating and terminating.

West switch of westward siding, west switch of first crossover west of station and the Oshawa Ry. lead switch off eastward track are equipped with electric locks controlled by operator.

Cars must not be left within 50 feet of private crossing at grade, mileage 300.9, west of river bridge.

Employees are forbidden to ride on top of cars or engines while standing on, or moving over any portion of electrified section of Oshawa Railway account danger from overhead wires, if necessary to shat off power in the overhead wires of the electrified section, switch is in box located on pole at northwest corner of the Oshawa Railway and Bioor Street (first street north of C.J. K., Freight Shed). Normal position of this switch is in the "off" position and same is to be left in normal position.

Milenge 302.2—Automatic Block Signal 3022, eastward track, is a station protection signal.

Whitby—Cars must not be left standing on track north of the westward main track within 600 feet of Base Line crossing, mileage 304.6. When a freight train is standing on this track east of Base Line crossing train crew must protect crossing. (B.T.C. 35154).

South leg of wye is Oshawa Subdivision siding. Normal position of switch is for siding. Cars must not be stored on south or east legs of wye.

 127 All switching movements over Dundas Street at mileage 1.8 on Town Spur must be protected by member of crew.

BOWMANVILLE, Town Spur-Heaviest steam engines permitted, 34% Pacific type.

Whitty (Town Spur) and Pickering (Spur)—Dual Public Highway No. 401 crossings at grade are protected by manually operated flashing light signals. Before occupying these crossings movement must be stopped and instructions posted in box carried out. Pushbutton—Special Instruction No. 4 applicable.

Scarboro—Extra trains not possessing a terminal clearance O.K.'d by Belleville train despatcher from another point in Toonto Terminals must obtain terminal clearance at Scarboro. Eartward first class and extra trains possessing terminal clearance O.K.'d by Belleville train despatcher from another point in Toronto Terminals must again obtain terminal clearance at Scarboro unless train order signal indicates proceed.

Toronto—eRegister station for first-class and passenger extra trains originating and terminating and initial station Oshawa Subdivision.

Bathurat Street (Vard Office)—*Register station for trains originating and terminating at Bathurst Street Yard, or Exhibition Grounds, if not required to register at Toronto.

*CONDITIONAL STOPS

Nos. 18 and 118 stop at Colborne to detrain revenue passengers from Danforth and beyond.

No. 16 stop on flag at Port Hope and Cobourg to entrain revenue passengers for Montreal and beyond and to detrain revenue passengers from Toronto and beyond.

No. 5 stop Saturdays only, at Colborne for mail.

No. 17 stop on flag at Cobourg and Port Hope to entrain revenue passengers for Toronto and beyond and to detrain revenue passengers from Montreal and beyond.

No. 19 Flag stop at Brighton, Colborne and Bowmanville Sundays,

RAILWAY CROSSINGS AT GRADE

BELLEVILLE, Mileage 1.7 City Branch—Pinnacle Street Crossing and Interchange C.P.R.—interlocking.

COBOURG, Mileage 0.1 Town Spur—C.P.R. Interlocking. (B.T.C. 50222). Signals controlled by C.P.R. operator at station who may be communicated with by telephone which is located on a post about 50 feet east of Ontario St. south of eastward main track.

YARD LIMIT SIGNS

Cobourg *Belleville -9160 feet west of station. Special Instruction D-2 applicable.

-6865 feet west of station. -5640 feet east of station.

Port Hope —5280 feet east of station.
—6401 feet west of station.

Oshawa -5500 feet east of station. -6560 feet west of station.

Port Union-5280 feet east of station.
-5478 feet west of station.

-7484 feet east of station.

Mileages....

Belleville

CROSSOVERS

SPEED RESTRICTIONS

	Miles per hour
waximum speeds where not otherwise limited;	-
Passenger trains.	8
Figure and mixed trains.	8
The state of the capable of the continues	40
*Grafton, No. 14, daily except Sunday, to discharge mail	25
obourg, Harbour Spur, auxiliary crane	C1
A will a crane)	15
John St., Northward movements (B.T.C. 60338))	5
Oshawa, Tracks of General Motors south plant.	10
For main track movement against the current of traffic the following speed restrictions apply at public crossing at grade until the engine or leading car has	
passed over it:	

Mileage 220.9 Belleville 221.2 221.8 221.4 241.5 264.7 264.6 303.2 323.2 Belleville Belleville Belleville Brighton St. Charles St. Geddes St. Grier St. Prince Edward Kingston Rd. William St. Corbett's Crossing Eglinton Ave. Cannifton Rd. St. Westward Track
Eastward Track.
Vand E. Tracks.
W. and E. Tracks.
W. and E. Tracks.
W. and E. Tracks.
W. W. and E. Tracks.
W. Westward Track.
Westward Track.
Westward Track.
Eastward Track.
Eastward Track.
Eastward Track 8 8 58

PERMANENT SLOW ORDERS

1983

ER WES NITS SE

Westward-270.3 to 271.8-Curve and bridge	90
-297.0 to 297.4—Curve.	57.00
EASTWARD -619.5 to 317.7-Curve	60
-271.3 to 270.8—Curve and bridge	The state of the s
Cobourg, through spring switch westward siding	
マー・マー・マー しいこうかい 一般的なないなのがあってい しいけん きんかならない ない けかい こう	20
	<u>}</u> 20

ENGINE AND CAR RESTRICTIONS

BRIGHTON-Heaviest engines permitted on Butler's track, 2500 and 2600 class.

COBOURG—Heaviest road engines permitted on shed tracks, 2500 and 2600 class. Heaviest auxiliary crane permitted on shed tracks and on three tracks immediately north—60 ton.

Central Ordnance Depot tracks including lead track between yard tracks and Ordnance Depot gate—only engines permitted, standard six wheel steam yard engine and any type of diesel engines.

New General Foods Spur—only engines permitted, 34% Facific, 2500 and 2800 class Consol, any yard engines or diesel road switchers. Old General Foods Tracks—only engines permitted, yard engines or diesel road

PORT HOPE, Town Spur—Heaviest engine permitted to bridge, 1 mile north of station—3700 class.

Heaviest engine permitted over bridge 1.1 miles north of station—2600 and 5500 class at 5 m.p.h. Diesel locomotives of any type must not operate over this bridge. Heaviest car permitted over bridge 1.1 miles north of station—169,000 lbs. at 5 m.p.h.

Heaviest auxiliary crane permitted on town spur, mileage 0.0 to 1.1—250 ton, mileage 1.1 to end—60 ton. Pacific and/or consolidation type engines must not be double-headed over first bridge north of Walton St.

When switching track behind platform fertilizer plant engines heavier than six wheel steam yard engines or diesel switcher must not go beyond frog.

PORT UNION—Heaviest stam engine permitted on track 1-B, which is track serving hopper, Canadian Johns-Manville Co., 34% Pacific type. Harbour Spur—Heaviest steam engines permitted, 34% Facific type.
Wirebound Boxes Siding—heaviest engines permitted, 34% Facific, 2500 and 2600
Consol, and any type diesel or yard engines. Steam engines must not enter building at
end of sidings, using reachers if necessary. WHITBY, Town Spur—Heaviest steam engines permitted beyond No. 2 Highway, first north of Town station, 34% Pacific type. OSHAWA, General Motors tracks—Steam engines heavier than 40% are not to be used on tracks of new plant. PICKERING, Town Spur-Heaviest steam engines permitted, 34% Pacific type. DILCO—Heaviest steam engine permitted on industrial tracks, 34% Pacific type.

OTHER TRACKS

	Car Capacity	Points face	Mileage
cFarlane-Gendron Co'y	4	On westward track E.	200 0
rvice Track	8	On westward track, W.	235.8
rvice Track	9	On castward track F	236 4
ent Valley Sand & Stone Co	5	Or comment of the last	2.00.2
the valid of Swife Co	90	On westward track W.	245.4
Choison Fue Co	28	On westward track E.	269.1
rvice Irack	61	On eastward track, E.	281.5
bitby Wharf Track	:	On eastward track, W.	804.4
hitby Asylum Irack	:	On eastward track, E.	304.9
nm & Haas Chemical Co	20	On eastward track, E.	319.7
ngston Lumber & Coal Co'y	4	On westward track, W.	321.4

TAKE SIDING SIGNALS

Brighton —On Eastward Signal No. 2424 —On Westward Signal No. 2405 Cobourg —On Westward Signal No. 2529 Port Hope—On Eastward Signal No. 2720 Pickering —On Westward Signal No. 3099

LEAVE SIDING SIGNALS

Brighton —East switch of eastward siding —West switch of westward siding Cobourg —West switch of westward siding Port Hope—East switch of eastward siding Oshawa —East switch of westward siding Fickering —West switch of westward siding

SPRING SWITCHES

Brighton —East switch of eastward siding

"West switch of westward siding
Cobourg —West switch of westward siding
Port Hope—East switch of eastward siding
Oshawa —East switch of eastward siding
Prickering —West switch of westward siding

Trains leaving sidings where spring switches are located (except westward siding Cobourg) must not exceed twenty-five miles per hour until entire train has passed through

Low color light signals protecting facing point movements are located at these spring switches. Movements against the current of traffic approaching spring switches in the facing point direction must be so controlled as to enable stop to be made when signal indicates "Stop". Movement may then be made in accordance with Rule 104A.

	1 5			•	Special Instruction No. 2 applicable Rules No. 41 and 44 applicable			
3 →	YA RD	YA RD	υG	D Z	EINGÉTON DN UG Jet with Ganuacque Sub. HANTEY.	N W	0.0	 ■
I I I	Other Tracks	Sidings	Office Signals	Train Order or Telephone	STATIONS	Symbols	Miles from Junction 8wi Gananoque 8	
EASTWARD	acity	Capacity		Office	KINGSTON		tch ub.	WESTWARD

KINGSTON SUBDIVISION FOOTNOTES

Kingston—Movements over crossing at grade used by Anglin and Co. located on shed lead tracks, Kingston yard, must be protected by a member of crew. Engine bell must be ringing.

Engine whistle signal 14-L must be sounded 100 yards on either side of private crossing leading into A. Davis & Co. Tannery, mileage 0.9.

Air brakes must be in service when transferring cars between Kingston and switch leading to freight shed tracks.

RAILWAY CROSSINGS AT GRADE

MILEAGE 1.0-Canadian Pacific Railway, non-interlocking. (B.T.C. 88649).

MILEAGE 1.8 to 1.9—Joint section with Canadian Pacific Railway. Signal located on north side of cabin mileage 1.8 governs C.N.R. westward movement. Signal located on south side of cabin governs C.P.R. westward movement. Signal located on south side of cabin governs C.P.R. westward movement of track: When Signalman only ing instructions will govern movements over this portion of track: When Signalman on duty—train and engenes of C.N.R. and C.P.R. westward must set sop before passing signal and proceed only on receiving diag signal from signalman. Signalman must proceed and flag each westward movement over joint section. C.N.R. earward movement—Rule 89 governs. When signalman not on duty—C.N.R. signal will indicate "spoy" and so left for uninterrupted movement of C.P.R. trains and engines over joint section must be made under the grotection and rear of such trains and engines over joint section must be made under the grotection and rear of such trains and engines over joint section must be made under the grotection and rear of such trains must also be protected against C.N.R. trains by leaving Flagman at the entrance to the joint section.

YARD LIMITS

From Junction Switch, Gananoque Subdivision, to end of tracks at Hanley.

Mileage 1.8—Kingston, Ontario Street (B.T.C. 57560)	Mileage I.7—Kingston, Place D'Armes Street (B.T.C. 6795)	Mileage 1.1—Kingston, Cataraqui Street (B.T.C. 67036)	All trains	Maximum speed where not otherwise limited:	SPEED RESTRICTIONS Miles per hour
	61		25		ar hour

ENGINE AND CAR RESTRICTIONS
Engines, other than yard engines, must not use any track on Kingston Subdivision except main track and run-around track adjacent to main track, south of freight shed and team track.

SMITHS FALLS SUBBIVISION FOOTNOTES Ottawa (terminals)—Westward trains originating in Ottawa terminals must obtain terminal clearance. In the station, Riverside or Walkley yard, OK'd by Belleville train dispatcher, and may leave Federal without terminal clearance. When signals are displayed on Smiths Falls Subdivision they will be carried through, to or from Walkley or Ottawa where they will be registered. Federal—Junction with Baethurg Subdivision, Interlocking, (B.T.C. 88648). Junction switch controlled by train dispatcher at Ottawa. Yarker—Emergency coal supply in freight shed. Napanee—Trains Nos. 445 and 446 may register at Napanee by delivering register ticket to Operator. Train order signal governs Gananoque Subdivision trains only. All Smiths Falls Subdivision trains must obtain terminal clearance. RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES MILEAGE 34.5—Canadian Pawiridge—interlocking. (B.T.C. 33980). The Condition switches are electrically locked. Normal position of switches and signals are for C.N.R. movements. Switches are equipped with C.N.R. and C.P.R. switch locks. YARD LIMIT SIGNS Federal—4300 feet west of station. Sydenham—5000 feet west of station. Sydenham—5000 feet west of station. Sydenham—5000 feet east of station. Napanee—6072 feet east of station. 1500 feet west of station.	E. Sunday 445	100 9 7 5 1 5 1 1 1 1 1 1 1	
obtain Maximum speeds where not otherwise limited: le train Passenger, freight and mixed trains. Junc. St.1—Harrowsmith, Wilcon Street, first west of station (B.T.C.) St.2—Larrowsmith, Wilcon Street, first west of station (B.T.C.) St.3—Larrowsmith, Wilcon Street, first west of station (Rules 41 and 44 applicable. Dilly Ex. Smid-Si Ex. Smid-Si A46	TALLS ONE OF THE PROPERTY OF	TIME TABLE NO. 3, OCTOBER 26th, 1958
Mileage		WETWARD TRAINS TRAINS SUBDIVISION Symbols STATIONS Symbols STATIONS Fig. with Cambellied Sub. 1 of the station No. 3 applicable. Special Instruction No. 3 applicable. Special Instruction No. 3 applicable. Water syphon. Madoc—2900 feet east of station. SPEED RESTRICTIONS Mileage 1.8 Highway crossing (B.T.C. 66640). Mileage 1.8 Highway crossing (B.T.C. 66640). East TWARD Cagary TRAINS Trains Cagary TRAINS Trains Cagary TRAINS Trains A D VA RD O Sidinas Special Instruction No. 3 applicable P	7

0.00
726 738 51.0 652.
Daily Daily 45.4 to
1.00 L10.00 82.6 to
1.15 10.15 27.4 6
10.22
10.00
1.50 10.50
1.57 10.57 *Reaboro, Nos.
2.30 11.30 "
0
3.15 12.15
3.30 12.30 "
3.40 12.40 "
3.45 12.45
3.55 12.55
4.05 1.05 . 62.5
4.10 1.10 Mileag
4.20 A 1.20 Belleville to Lindsay
Preight Preight and mixed trains, engine with caboose Dully Dully Peterboro to Lindsay —Passenger trains.
726 738 Maximum speeds where not otherwise limited: Belleville to Peterboro—Passenger trains.
LASS

CAMPBELLFORD SUBDIVISION FOOTNOTES

Belleville (terminals) and Belleville Yard—*Register station for trains originating and terminating. Other trains register Belleville Yard.

All trains or engines approaching stop sign located 750 feet west of centre switch shanty, Belleville Yard, must stop before passing same and proceed only after receiving proceed signal from switchtender in charge.

Anson- Register station for trains to and from Maynooth Subdivision only.

Hastings—All switching movements over Bridge Street, mileage 41.2, (first east of station) must be protected by member of crew. (B.T.C. 49759). Peterboro-Register station for first class trains and for trains originating and ter-

Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Peterboro, except when necessary to prevent accident. (B.T.C. 571B). This does not prohibit sounding of engine whistle signals when necessary for train operation. The limits of the City of Peterboro extend from mileage 61.5 to mileage 64.7.

Mileage 76.3—Switching movements over public crossing at grade north of Regal Stationery Co. Ltd. must be protected by member of crew.

Lindsay—That portion of No. 1 siding extending between East and West crossover switches, main track, Campbellford Subdivision, is "siding" for meeting or clearing passenger trains.

All movements over Lindsay Street, mileage 86.3, (first east of station) between the hours of 9.45 p.m. and 5.45 a.m., during the months of January, February, March and April, must be protected by member of crew. (B.T.C. 75443).

CONDITIONAL STOPS Nos. 93 and 94 stop at Keene for exchange of mail only.

RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES
ANSON—Mileage 19.8 Crossing Maynooth Subdivision, automatic interlocking, (B.T.C. 70820).

CAMPBELLFORD—Trent River Drawbridge, Pulp Mill Spur. Non-interlocking. Proceed only on hand signal from member of crew after he has ascertained that the drawbridge is closed and in passable condition.

TRENT RIVER DRAWBRIDGE—Mileage 42.0. Interlocking (B.T.C. 38956).

OTONABEE RIVER DRAWBRIDGE—Mileage 62.1. Interlocking (B.T.C. 38957). Westward approach signal at Mileage 61.1 and Eastward approach signal at Mileage 62.5 are automatic signals.

PETERBORÓ (0.4 miles east)—Crossing Canadian Pacific Railway. Interlocking. Signal No. 689, upper arm governs trains to Lakefield Subdivision, lower arm governs trains to Campbellord Subdivision. No approach signal west of crossing. (B.T.C. 49031).

LINDSAY (River Spur)—Crossing Canadian Pacific Railway. Non-interlocking. (B.T.C. 76614-76667).

governs trains to odivision. No apprach s., Spur)—Crossing Canadian Pa...

YARD LIMIT SIGNS

Belleville — 2780 feet aset of diamond crossing, 9000 feet west of diamond crossing, 6000 feet test of diamond crossing, 6000 feet test of station.

5071 feet west of station.

4300 feet test of station.

4301 feet station station.

ENGINE AND CAR RESTRICTIONS

ENTIRE SUBDIVISION-Heaviest auxiliary crane permitted..............250 ton.

OIL SIDING (Mileage 2.3)—Heaviest engine permitted, 2500 and 2600 Consol and Pacific Class. CORBYVILLE—Heaviest engines permitted beyond scales, 40% Consol, 34% and 36% Pacific type.

CAMPBELLFORD—Heaviest engines permitted on Paper Mill Spur, 36% Pacific.
All engines prohibited on concrete bridge work on east side of Gair Company Pulp Mill Spur,
All engines prohibited beyond east corner of coal shed in Fowld's Track.

LINDSAY (River Spur)—Engines heavier than 2500 class must not operate beyond point where sign is located 2271 feet from main track switch.

OTHER TRACKS

13	Regal Stationery Co. Ltd	H.E.P.C. Spur 8 E.	Trent Valley Sand & Gravel Co 23 E.	Oil Siding 30 E.	on outputty rolling race IV
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MHeage 50.9—Station protection signal protecting Limestone Products Ltd. track is located 1238 feet west of switch. This signal is described under Rule 451-B, Fig. 1.

Mileage 50.9—Station protection of the Mileage 50.9—Station protection of the signal is described under Rule 451-B, Fig. 1.	MIDLAND SUBDIVISION FOOTNOTES Lindsay—All Eastward trains stop at "Stop" sign west of Albert St. Uxbridge Sub- Lindsay—All Eastward trains stop at "Stop" sign west of Mobert St. Uxbridge Sub- division junction switch is located 617 ft. and Haliburton Subdivision junction switch ago 4ft. west of Lindsay station. Normal position of junction switches Midland Sub- Subdivision. Between Lindsay station and respective junction switches Midland Sub- Subdivision. Between Lindsay station and respective junction switches Midland Sub- Subdivision. Between Lindsay station and respective junction switches to receive ft. C. 68771). More 15t., (mileage 0.4)—All movements on the six side tracks over this crossing Albert St., (mileage 0.4)—All movements on the six side tracks over this crossing Albert St., (mileage 0.4)—All movements to and from Coboconk Subdivision. Trains Lorneville—*Register station for trains to and from Coboconk Subdivision. Atherley—Normal position of junction switch is for Newmarket Subdivision. Orillia—All westward trains leaving must obtain terminal clearance. Orillia—All westward trains leaving must obtain terminal clearance.										All moves											TRU	WESTWARD TRAINS		
under Rule 451-B, Fig. 1.	west of Albert St. Uxbridge Sub- roon Subdivision junction switch junction switches is for Midland junction switches Midland Sub- urron Subdivision trains. six side tracks over this crossing six side tracks over this crossing six side tracks over this crossing or Coboconk Subdivision. Trains yided train order signal indicates yided trains yided tracks over this crossing yided trains yided tracks over this crossing yided trains yided tracks over this crossing yided tracks over this crossing yided trains yided tracks over this crossing yided tracks over this cros	Sindy Ex.						The second secon			movements between Atheney and	Sub. Sub.				A 8.15 A 8		F8.09 8		۲	Passenger Passenger Sunday Daily Only Ex. Sunda	85 93	NS		
	Mileage 52.2—"Water syphon. Mileage 58.4—All switching m grade, Coldwater Planing Mill Spur, McMillan—Connection with Ca signal located 550 feet east of switch- LORNEVILLE—Coboconk Su MILEAGE 56.2—Canadian Pa ator may be contacted by telephon C.P.R. bungalow.	y Sunday	75 4	73.5 CW	72.3		68.2	62.4	58.2		42.70	b. 40.4 YZ	38.0	30.5	22.6 W	34 15.1	14.9	8.28	.21 5.8	8.10 0.0 WYZ	4		1 1_	_	TIME T
	Mileage \$2.2—*Water syphon. Mileage \$8.4—All switching movements over No. 12 Highway public crossing at Mileage \$8.4—All switching movements over No. 12 Highway public crossing at Mileage \$6.4—All switching movements with movements of crew. McMillan—Connection with Canadian Pacific Raliway governed by signals. Home McMillan—Connection with Canadian Pacific Raliway governed by signals. Home Milland—All westward movements except regular trains will move between Tiffin Milland—All westward movements except regular trains will move between Tiffin Milland on the track known as the lead, except when east portion of the lead is occupand Milland on the track known as the lead, except when east portion of the lead is occupand that the packet of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may use first crossover west of Tiffin to the lead. Pied, such trains may lead to the lead. Pied, such trains may lead to the lead. Pied, such trains may public to the lead. Pied, such trains may public. Pied To Canadian Pacific Railway operate over crossing without stopping when signal class (B.T.C. 53401).	Killer at any transfer	MIDLAND DOOK	MDLAND	MARTYRS' SHRINE	Jet. with C.A.Ky	VICTORIA HARBOR	WAUBAUSHENE EAST.	COLDW ATER.	POZMEAD		jet, with Newmarket Sub.	ATHERLEY	BRECHIN 7.5 7.5	GAMEBRIDGE	Jet. with Coboconk Sub.	Jet. with Coboconk Sub.	GRASS HILL	GRASS HILL BAST	Jet. with Haliburton Sub- Jet. with Haliburton Sub- Jet. with Uzbridge Sub-	STATIONS	20 VAN	MIDITAND		TABLE NO. 3, OCTOBER 26th,
	switching movements over No. 12 Highway public crossing at switching movements over No. 12 Highway public crossing at gradion with Canadian Pacific Railway governed by signals. Home cition with Canadian Pacific Railway governed by signals. Home ast of switch. Approach signal is located 2,000 feet east of switch ast of switch. Approach signal is located 2,000 feet east of switch. Approach signal is located 2,000 feet east of switch. Approach signals will move between Tiffin two feets of the lead is occube fractorssover west of Tifin to the lead see first crossover west of Tifin to the lead see first crossover west of Tifin to the lead see first crossover west of Tifin to the lead see first crossover west of Tifin to the lead see first crossover west of Tifin to the lead so combined to consider the feet south of crossing on the feet south of crossing on the pacific Railway, Interlocking. (B.T.C. 89241). Oper-Locandian Pacific Railway, Non-inter-Crossing of spur track with the Canadian Pacific Railway, Non-inter-Crossing of spur track with the Canadian Pacific Railway, derails (no signals on Canadian National Anadian Pacific Railway) derails (no signals on Canadian Pacific d. Normal positions of signals, "Clear" for Canadian Pacific d. Normal positions of signals, "Clear" for Canadian Pacific d. Normal positions of signals, "Clear" for Canadian Pacific d. Normal positions of signals, "Clear" for Canadian Pacific Railway operate over crossing without stopping when signals of the control of the contro		e e	D KI YAR	y Yard	שט	1	P A U 8	D C ₩ 19 3			Table a	par	•	.	P 64 14	D W I Yard L	8	6	22	0 0 S S S S S S S S	fice Sig	mals	Capacity	1958
	Lindsay5308 fe Lorneville8400 ff Lorneville8400 ff li0,165 i Maximum speeds i Passenger trans Fright and n Fright and n Mikado and 0 Mikado and 0 Mikado and 0 43.0 43.0 43.0 43.0 43.0 62.4 75.4	_ G	Daily Ex. Sunday				-				A	nd requirements for Newmarket Subdivision.	Sub.	From		-b=	7.59		8.06	8.15	Sunday PM 8.25	Pasenger	4	2004 01 000	EA
	D RE with with assenge eet (B. Suet (B. Teet, C. B. Te	YARD LIMIT SIGNS	752 764		т 7,00 г 3				7.16	7.28 3.58	7.43 4.13		-	8.25 4.55		9.00	+	9.23	$\dot{\top}$	9.45 6.15		Preight Preight Daily Ex. Sat. & Sun. Sat. & Sun.	752 764	1	ASTWARD TRAINS
	Atherley. 4000 feet east of east were of station. Orilia. 4400 feet were of station. Orilia. 4400 feet were of station. Tiffin-Midland (Yard Limits) 9913 feet east of Tiffin station to end of tracks, Midland. of Tiffin station to end of tracks. STRICTIONS of trains. 50 caboose or light engines. 50 caboose or light engines. 50 (B.T.C. 68129). 40 per trains. 76809) th (B.T.C. 78209). 10 th (B.T.C. 68232). 10 th (B.T.C. 68363). 10 T.C. 68030). 10 Continued on page 10 Continued on page 10	48	4 A	F								47.75			÷									RTH CLASS	S

	Sunday only 87	A							: 1							
	Ex. Sunday 93	9.57 A 10.28	9.46 s 9.50 s	00 00 H H	8 9.26 8 9.45 9.27 9.46	9.02	PM	-:		E -0	87 93	WEST WARD I KAINS				
	Ruiss 41 and 44 app between Unbridge Markham	60.4 RZ	52.8 55.7	47.0 49.8 52.0	40.7	18.8 WYZ	: 1:		WYZ CW	Miles fro Lindsay Symbols STATIONS	SUBDIVISION	UXBRIDGE	-	45.7 to 48. ←Curve	Mileage PERMAN 0.0 to 0.8 —Lindsay, on and alon limits	MIDLAND SUBDIVISION FOOTNOTES-
Service A	Daily Ex. Sunday and 94	DN JU 22 L	23 4 8	22 31 8 30 8	60 8 0	, m Þ	10	P 25	D S VARD	Office Sig Sidings	gnala	Capacity		TRICTI	YENT SLOW ORDERS g public crossings at grade within t boconk Subdivision (B.T.C. 54575).	ION FOOTNOTES—Co
	Er. Sunday 450	ь 12.15	12.25	12.45 12.40	12.57	্ ু ইয়ঞ্জু 1.23		70	AM 2.20 train	Sunday	450	FOURTH		30 250 ton	8	Continued
Scarboro -6450 feet east of station.	YARD LIMIT SIGNS Lindsay —6890 feet west of station. Blackwater—3700 feet east of station3826 feet west of station.	ig "Crossing Circuit" at mileage 89.9, which is clear of wes ach track circuit, to avoid unnecessary operation of crossing circuit.	nce. Vestward trains required to stop at Danforth Road crossing ge 60.2, for setting off cars at Scarboro, will stop at sign	le second derail located 985 feet from main track switch, learboro—Train order signal governs Oabawa Subdivisio only. All Uxbridge Subdivision trains must obtain termina	n building and first public crossing at grade east. I.E.P. Comm. No. 3 (Mileage 58.2)—Cars must not be lef	ng at grade west of station) must be protected by member o (B.T.C. 41083). Thionyllio—Cars must not be left on unloading track between	Tabridge—All switching movements on main track and all ments on siding, over Brock Street, mileage 28.6, (first publi	we without obtaining gnal indicates proceed.	Slackwater—*Register station for first class trains, and all to and from Coboconic Subdivision.	Mariposa—All switching movements over first public crossin de west of station, mileage 7.5, must be protected by membe w. (B.T.C. 51500).	oe made under mag protection. Dispactner must record eac toe fully in train order book	nation required by Kule 83 and permission to enter Midlan vision. If dispatcher cannot be so reached these movement	UXBRIDGE SUBDI	FLAG STOPS		OTHER TRACKS Car Capacity F
44	12 W. 19 E. 6 E.	Heaviest auxiliary crane permitted	85.5 to 37.6—Curves.	Olto 0.9—Lindsay, on and along public cross at grade within town limits	" 49.8 Unionville, First public crossing at great of station (B.T.C. 53911)	* 47.0	Mileage 0.4	Lindsay		(Maximum speeds where not otherwise limited: Lindsay to Uxbridge —Passenger trains	ISION FOOTNOTES SPEED RESTRICTIONS	Mileage 33.7 All trains 64.8		Points face Mileage
	-6450 feet east of station. H.E.P. Comm. No. 3 4 W.	Daily Ex. Sinday Linday —6890 feet west of station. Doubling 12 W.	Polity P	Clearance. D A G 23 8 6.08 12.25 Mestward trains required to stop at Danforth Road crossing. 47 3 -Bridge. 48 6.13	D MA ZZ 3 S 6.26 12.45 Outside second derail located 885 feet from main track switch. Ol 0 to 0 Ol to 0 O	D SV 60 6.41 H.E.P. Comm. No. 3 (Mileage 68.2)—Cars must not be left	The control of the co	D W K 10 98 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20	D P 25 Cobcomb Cobco	Blackwater—Register station for first class trains, and all Colored Subdivision. D N D S VARD To Cabeconk D NO. 87 may leave without obtaining terminal clearance register with cabes or I specific with closes or I specific with closes or I specific with closes or I register with closes or I register without obtaining terminal clearance register with closes or I register without obtaining terminal clearance without obtaining terminal clearance without obtaining terminal clearance register without obtaining terminal clearance within town in the station (B.T.C. 4B700). L S v v v v v v v v v v v v v v v v v v	Amariposa – All switching movements over first public crossing of grade west of station, mileage 7.5, must be protected by member of the bully of the color of	CLASS may be made and made of the policy of the class trains, and all protected. Dispatched must record each regime with closes or I may be protected by member of the standard of the policy of crew. (BT.C. 6800). D. W. R.D. To Cobcomb. D. W. R. D. To Cobcomb. D. W. W. To Cobcomb. D. W. R. D. To Cobcomb. D. W. W. To Co	Common precise where not otherwise limited: Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member Freight and mised training and freely between the protected by member of crew. (B.T.C. 61500). D	Linday Conductors must call train dispatcher. Linday, for the State Destriction required by, Rule 83 and permission to earer Midata and Advision. If dispatcher cannot be an reached these movements of the state o	TRICTIONS Schepeler Sturgeon Bay Schepeler Sturgeon Bay Sturgeon Bay	ORDERS Miles per hour ge at grade within town 10 Shadell. Linday of Products Ltd. 20 Lineatone Products Ltd. 20 Linday—Conductors must call unit dispatcher class to be so reached these newrements and lineate processed. 21 Linday—Conductors must call unit dispatcher town Miles and Sarphone Linday to Linday to Sarboro—Miles and miles and processed by member of the source within the core ling at grade water of antibin. 22 Linday—Conductors must call unit dispatcher cannot be so reached these newrements and be so reached them to some reached the new reached the

E. Suidy 97	5 13 25 25 16 13 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	PHRST CLASS PHRST CLASS PAGE Phromatical P	LAKEFIELD SUBDIVISION FOOTNOTES Peterboro—All switching movements over Lanadowne Street, milesge 11.9, must to protected by member of crew. (B.T.C. 54822). All yard movements over Water Street, milesge 14.6, must be protected by member of crew. (B.T.C. 57013). Sounding of engine whistle signals on any locomotive, car or other mechanism propelled on a railway is prohibited in respect to any public crossing at grade within the limits of the City of Peterboro, except when necessary to prevent accident. (B.T.C. for train operation. The limits of the City of Peterboro extend from mileage 11.3 to mileage 15.2.	Special Instruction No. 2 applicable between Lakefield and Millibrook except Peterboro Rules 41 and 44 applicable.	12.7 2 MILLAROOK 12.7 2 JUNCYION SWITCH 12.7 2 Jet with Campbellord Sub. 13.4 Z BROOK STEEDER SWITCH 13.4 Z BROOK STEEDER SWITCH 13.4 Z LAKEFIELD 22.9 Z LAKEFIELD 22.9 Z LAKEFIELD 22.9 Z LAKEFIELD 23.0 2	Symbols
Special Instruction No. 2 applicable between Lemerille and Coloroonk. Rutes 41 and 64 applicable.	D D) → U M Office Signals	13.5.5882	Trook 12 12 12 12 12 12 12 12 12 12 12 12 12	D K D YY RD D 10 19	Train Order Office or Telephone Office Signals Sidings Other Tracks
Paidy E. Sunday Blackwater—3000 feet north of station. Lorneville —2000 feet north of station. Lorneville —2000 feet north of station. Lorneville —2000 feet north of station. Coboconk —3750 feet south of station.	RAILWAY CROSSI and L #3.8 L 8,19 From From Midland Subdinals Midland Subdinals Sub. Sub. Sub. Sub. Sub. Sub. Sub. Sub.	SOUTHWARD TRAINS Blackwater—No. 97	Maximum speeds where not otherwise limited: Mileage 0.0 to 12.7. Trains. 13.4 to 22.9. Trains. 20. Trains. (Place two cars between auxiliary crane and engine). Mileage 11.6 Peterboro—Monaghan Rd. 21.19 Peterboro—Lansdowne Street (Highway 7A) (B.T.C. 75561) 22.3 Peterboro, Perry Street (B.T.C. 89169). 23.4 Peterboro, Perry Street (B.T.C. 89169). 24.5 Peterboro, Water Street (B.T.C. 73717). 25. Peterboro, Water Street (B.T.C. 64398). 26. Lakefield, first public crossing at grade west of station. 27. Between junction switch, mileage 12.7 and Brock St. switch, mileage 13.4, be governed by Campbellford Subdivision speed restrictions.	Z. C. F.	RAILWAY CROSSINGS AT GRADE AND DRAWBRIDGES B.T.C. 48031). Signal No. 630. Upper arm governs trains to Lakefield Subdivision. Lower arm governs trains to Campbellford Subdivision. No approach signal west of mILEAGE 17.1—Nassau drawbridge. Non-interlocking. Proceed only on hand in passable condition. WARD I DUTE CLOSE	Junction Switch and Brock Street Switch—Conductors must call train dispatcher, Lindsay, for information required by Rule 83 and permission to enter Campbelliord Subdivision. If dispatcher cannot be no reached, these movements may be made under flag protection. Dispatcher must record active, these movements may be made
OTHER TRACKS Car Capacity Points fac Portage Road	VIGS AT GRADE Vision. Interlocking (B.T.C. Normal position of signals n. Coboconak Subdivision n. Coboconak Subdivision Mileage 0.0 to 27.9, Mikado engines. When no Agent on duty, When no Age	OCONK SUBDIVISION FOOTNOTES New without obtaining order signal indicates Maximum speeds where not otherwise limited Mileage 0.0 to 13.9 Peasenger Trains	Heaviest auxiliary crane permitted, Mileage 0.0 to 13.1	ENGINE AND CAR RESTRICTIONS ENTIRE SUBDIVISION—Heaviest engine permitted	Mileage PERMANENT SLOW ORDERS Miles per hour 11.7 to 14.6 Peterboro, on and along public crossings at grade within city limits. 14.8 Bridge. 10 17.1 Nassau, Drawbridge 5 18.1 Nassau, Drawbridge 5 19.1 Nassau, Drawbridge 10 19.1 Nassau, Drawbridge 1	11

HALIBURTON SUBDIVISION FOOTNOTES Fencion Falls—Cars placed on team track must be kept back from Lindsay St., milege 14.1, in line with warehouses on each side of cressing. Kinnouan—Austin's spur may only be used to a point 200 feet north of main track writch. Howland—Register station for Nos. 325, 326 and 389. Trains may leave without obtaining terminal clearance. DRAWBRIDGES MILEAGE 14.5 Drawbridge. Non-interlocking. YARD LIMIT SIGNS Lindsay —14.280 feet north of station. Howland —2.850 feet north of station. Howland —2.400 feet north of station. Howland —1.819 feet north of station. Haliburton—1.819 feet north of station. Haliburton—4.050 feet south of station.	The second secon								THIRD CLASS	NORTHWARD TR
be kept back from Lindsay St., sing. oint 200 feet north of main track 389. Trains may leave without Non-interlocking. Non-interlocking. f station. station. station. station. station.										TRAINS
ndsay St., main track ve without	Fri. Wed., Fri. & Sat.	P	8 1.29	00	\$ 12.33		L M.35	389 Mired Tues., Wed., Fri. & Sar.		
Maximum sp All train Mileage 0.1 14.1 14.1 14.3 14.3 14.3	Monday W Thursday 325	Irondale Sub.		· œ '	7 9 3		111.35	325 Mixed Monday & Thursday	1. 1.	
88 6d 4		ZWX	42.8		24.8	7.4	0.0 CK	Miles from Lindsay	37	
SPEED RESTRICTIONS Maximum speed where not otherwise limited: All trains Durham St. Lindaay, (B.T.C. 77889)	Special Instruction No. 2 applicable. Rules 41 and 44 applicable.	DONALD	GELERT.	EINAOUNT D	BURNT RIVER. P	DAMERON DENETION PALLS. D	Jet. with Midhard Sub.	STATIONS Train Order or Telephone	SUBDIVISION	HALIBURTON
TIONS TREES, T.C. 77594) T.S. and Victoria A. S. Third north of statio 35, Third north of s		B 0		Z C		A	S S	Office Signals		
Miles per Miles		Yard	4 Yard	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	: <u> </u>	27	Yard	Sidings Other Tracks		Car
Mileage PERMANENT SLOW ORDERS Miles per hour	Wednesdry Tuet, Wed., 9 Sturday Fr. & St. 2826 888	Frontiale 8 3.23 Frontial Sub. 1 3.15 Fr	L 35	8 1.40 8 3.56	00	8 3.10 8 4.48	340 A 3.20	S26 S88 Weineday Tuta, Wed. 9 Saurday Fri. 9 Sat.	FOURTH CLASS	SOUTHWARD TRAINS

MARMORA SUBDIVISION FOOTNOTES Trains must not move over Marmora Subdivision without instructions from train dispatcher. YARD LIMITS From Junction switch at Belmar, to end of steel at Mileage 2.8. SPEED RESTRICTIONS Miles per hour Maximum speed where not otherwise limited: All trains ENGINE AND CAR RESTRICTIONS Heaviest engine permitted	-	Trenton Jet.—All northward trains and trains to Ficton Subdivision must obtain terminal clearance. Frankford Road public crossing over transfer track is protected by flashing light signals. Before occupying this crossing movement must be stopped and instructions posted in box carried out. Fusibutton—Special Instruction No. 4 applicable. The most southerly track on connection between Oshawa and Maynooth subdivisions to left clear. The most southerly track on connection between Oshawa and Maynooth subdivision only. The most southerly track on connection between Oshawa and Maynooth subdivision only. Anoon—"Register station for trains to and from Campbellford Subdivision only. TRAID STOPS TRENTON—Crossing Canadian Facility Stopped Stoppe
STATIONS Symbolic State Symbolic State Symbolic State Symbolic State Special Indiana. Special Indiana Special	Tains may leave ANSON—Mileage 15.4. Crossing Campbellford Subdivision; Automatic interlocking. Street, mileage 0.0, BONARLAW—Crossing Canadian Pacific Railway; non-interlocking. Signal No. 250 BONARLAW—Crossing Canadian Pacific Railway; non-interlocking. Signal No. 250 located at south-west angle of crossing. Upper arm governs Canadian Pacific Railway trains and lower arm governs Canadian National Railway trains. When no in use.	Trenton—*Register station for trains originating and terminating. Trains may leave without obtaining terminal clearance. All movements will step 100 feet from south side of crossing at Durdas Street, mileage 0.0, before proceeding across. (B.T.C. 57638). before proceeding across. (B.T.C. 57638). consider the proceeding across. (B.T.C. 47628). Movements over Front Street, mileage 1.0, (at east switch of wye) must be protected by member of crow. (B.T.C. 47928). Movements over Marmora Street, on former Deseronto Subdivision, (first east of Trent River) must be protected by member of crow. (B.T.C. 47928).
SUBDIVISION Order Office lephone	Special Instruction Napplicable between Fraund Ormsby Jet. Rules 41 and 44 appli	Wednesday Wednesday 8 Firsty 9 Sanuday 828
6 S	TARD WALLACE TARD	AA 9 111.
	MATYCOTE D MY TARD	99.0 7 N 101.7 R Y X X Y X X Y X X Y X X Y X X X X X X
	BLAUTS CLESSIES. 6 From 13 From 13 From 15 15 15 15 15 15 15 1	rondale 95.6
NS.	YORK RIVER.	
:: ZZ && &	BANCEOFT. DN BF TARD L 7.30 A 5.15	12.55 L 9.00 85.9 CK
Bata Shoe, No. 2 10 N 6.2 Box Board 34 N 8.9	- DETIOR DN DR 15 8 7.55	F12.50 Ma 82.1
11 88 S ×	esemer Sub. MEB JOT	
OTHER TRACES Car capacity Points Face Mileage	REBEX	
track. When spotting cars thereon, engine must have two cars attached. Engines or cars must not be moved over tracks south of steel gates.	Jet, with Cole Hill Stab.	
BOX BOARD—Engines must not operate over coal treatle on south portion of	Jet with Cog Hill Sub.	66.3
Heaviest auxiliary crane permitted—Mileage 0.0 to 55.3	GILMOUR DN GM 26 8 9.00	11.30
31.0 to 89.0	MADONALDS. 3 9.25	F 11.15 55.2
Heaviest engine permitted—Mileage 1.6 to 31.0	BANNOCKBURN D B A 25 17 8	
Bridge	MALONE F10.20	\$ 10.10 \$ 10.25
-566		
ing crossing and when within 500 feet of governing home signal. (B.T.C. 70620)	Ed. with Marmon Sub.	A 1.12
Mileage PERMANENT SLOW ORDERS Miles per hour	1	
" 85.6 Bancroft, Bridge St. (B.T.C. 26825)	Jet. with Campbellord Bub.	8.55 22.8
" 1.0 Trenton, Front St. (B.T.C. 74145)	GLEN BOSS.	L 8.40 13.2 W
	FRANKFORD DN FA	7.9
Freight, mixed, engine with caboose or light engines	Jet with Oahawa Sub.	From 1.6 RZ
	T 8 O Saurday	2 2
Maximum speeds where not otherwise limited: Trenton to Mileage 80.— Passenger trains	STATIONS Trinity of Manager of Thursday	Wichaedry Wednesdry Generatory Communication of the
SPEED RESTRICTIONS Miles per hour	Office	11
13	I'ME LABLE NO. 3, OCTOBER 26th, 1958	11

				. bi	Special Instruction No. 2 applicable between M. 0.0 and 1.3. Rules 41 and 44 applicable			
	YA RD	Y.Y	R Z	ъ	TRENTON	WYX C*K	30.5	+
	5.0		z s	ט	CONSECON			
		2	w o	ט	WELLINGTON		10.9	
	15	-	F D	U	BLOOMFIELD		4.3	
	YARD	YA.	C	ם	PICTON	ZYW	0.0	-6
	Other T	Sidings	Office 8	Train Cor Telep	STATIONS	Symbols	Miles fi Picton	
	racks		ignala	rder Of phone	SUBDIVISION		rosa	
SOUTHWARD	Capacity	80		fice	PICTON			TRAINS

				i ii	Special Instruction No. 2 applicable between M. 0.0 and 1.3.		
	2 14 2 14 2 14 74 RD	۲	7 7 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	* U : U U I	BLOOMPIELD. WELLÉGTON HELLÉGTON HELLÉGTON CONSECON CONSECON TRENTON	WC*K	10.9
	Other Tracks	Sidings	Office Signals	Train Order Of or Telephone	STATIONS	Symbols	Miles from Picton
SOUTHWARD	Capacity	80		fice	PICTON		

Wellington—First public crossing at grade, south of Wellington, mileage 10.3. No car may be placed south of the building line on Lipson track.

All switching movements over Wragg St., mileage 30.3, must be protected by member of crew. mod Movements over Dufferin Street, mileage 29.8, must be protected by member of crew. (B.T.C. 48564). Trenton-*Register station for trains terminating only.

DRAWBRIDGES

MILEAGE 27.0—Murray Canal Drawbridge—non-interlocking のでは、 YARD LIMIT SIGNS

Picton —8555 feet north of station. Trenton—6160 feet south of station.

21. 11.

SPEED RESTRICTIONS Miles per hour 45

Maximum speeds where not otherwise limited:
Passenger trains.
Freight, mixed trains, engine with caboose or
light engines.
Trains handling ore cars in series 114100-114699 and
Mileage 30.3—Trenton, Wragg Street.

40 10

PICTON SUBDIVISION FOOTNOTES

PERMANENT SLOW ORDERS Miles per hour

25

PICTON—Steam engines heavier than 28% must not use wye tracks.

TRENTON—Engines must not pass over track scales.

ENGINE AND CAR RESTRICTIONS

OTHER TRACKS

Ltd..... Lipson track..... Hancock Lumber Co.... Marmoraton Mining Co. Car Capacity 8 51 Points Face ZZZ Mileage 1.4 10.4 25.5

R Y	Symbols	t- 1. 34	19
Jet. with Maynooth Sub.	STATIONS	SUBDIVISION	COF HILL
ש	Train Orde	er Office	n Fj
C H YARD	Office Sign	alo	
ΥA	Sidings		50
YA RD	Other Trac	iks	Capacity
>	ur _z	TRAINS	SOUTHWARD
		1	0

7.2 RYZ 0.0 WESTWARD TRAINS

Miles from Bessemer Jet

STATIONS

SUBDIVISION

Train Order Office or Telephone

BESSEMER

Capacity

EASTWARD TRAINS

NORTHWARD TRAINS

4.3 0.0 ZW N

.....CEILD'S MINE.....

Special Instruction No. 2 applicable Rules 41 and 44 applicable

BESSEMER....

:

Jct. with Maynooth Sub.

COE HILL SUBDIVISION FOOTNOTES

Special Instruction No. 2
applicable
Rules 41 and 44 applicable

Coe Hill—Cars for loading and unloading may be placed on tail track of wye without train order protection. Ormsby Jct .- Trains may leave without obtaining terminal clearance.

Coe Hill-4337 feet south of station. YARD LIMIT SIGNS

ENGINE AND CAR RESTRICTIONS

Maximum speed where not otherwise limited:
All Trains.
All Trains.
Mileage 6.6—Bridge—auxiliary cranes.

SPEED RESTRICTIONS

Miles per hour

5 20

Maximum speed where not otherwise limited:
All Trains.

From junction switch, Maynooth Subdivision, to end of track at Child's Mine,

YARD LIMITS

SPEED RESTRICTIONS

Miles per hour

Heaviest engine permitted......

Heaviest auxiliary crane permitted......

OTHER TRACKS

Car Capacity Points Face

Mileage 5.7

ENGINE AND CAR RESTRICTIONS

......1300 Class

.....60 ton

Hamlyn....

Trains must not move over Besserner Subdivision without instructions from train dispatcher. Spur leading off main line to Harnlyn's mill may only be used to a point 120 feet east of public crossing at grade east of warehouse.

BESSEMER SUBDIVISION FOOTNOTES

Engines must not pass ramp at Mileage 7.3.

OTHER TRACKS Mileage 2.4

Car Capacity Points Face NS

Belleville

				:									THIRD	WESTWAI
Wednesday & Samurday 328	A p.1.30	₹ 1.08	812.50	812.16	811.16	810.49	810.27	810.06	8 9.36	8 9.28	L 49.09	Mixed Wednesday & Sarurday	SSS	TRAINS
	50.9	46.1	41.7	34.0	26.3	20.8	16.0	12.0	5.9	4.4	0.0	Miles from York River		
Cond	E	:	:	¥	:			:			RY	Symbols		
Special Instruction No. 3 applicable Conductors may communicate with Train Dispatcher, through Operator Bancroft, for orders or instructions.	Jet. with Hallburton Sub.	FURNACE FALLS	IRONDALB		тову нпл	WILB ИКГОНОН	момрова	HIGHLAND GROVE	BAPTISTE	нооны	Jet. with Maynooth Sub.	STATIONS	SUBDIVISION	IRONDALE
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													CLASS	WARD

IRONDALE SUBDIVISION FOOTNOTES

Howland-Trains may leave without obtaining terminal clearance.

FLAG STOPS

WARD — MAXWELLS —All Trains. Mileage 23.5 39.6

SPEED RESTRICTIONS

Howland-3909 feet east of station. YARD LIMIT SIGNS

Miles per hour 10 20

PERMANENT SLOW ORDERS

Miles per hour

15

ENGINE AND CAR RESTRICTIONS

OTHER TRACKS

Car Capacity

SPECIAL INSTRUCTIONS

- Employees whose duties are in any way affected by the time table must have a copy of the "General Instructions", Form 686 with them while on duty.
- On Subdivisions, or portions thereof, where this Special Instruction applies, except on Junction switches, lights will not be displayed on switches and train order signals.
- Wreck the following: Wrecking cranes handled in any train must not be moved at speed exceeding
- Where speed restriction for freight trains is forty miles per hour or over—restriction thirty-five miles per hour.
- Where speed restriction for freight trains is between forty and twenty-five miles per hour—restriction twenty-five miles per hour.
- Where speed restriction for freight trains is twenty-five miles per hour or less-restriction twenty miles per hour, or as much below this as is necessary to safety.
- Speed entering or leaving sidings must not exceed ten miles per hour.
- Care must be exercised in handling on down-grades and rounding sharp curves During all movements in trains, boom of wrecking cranes must be secured.
- Pile drivers, steam shovels, hoist cranes, rail loaders or any other work equipment moving on its own wheels must not be moved in trains unless the boam is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety chains which must also be wired. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.
- Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured in accordance with A.A.R. rules, must not exceed twenty (20) miles per hour. Speed must always be regulated to safety limit when rounding curves.
- When possible at least three cars must be placed between this equipment and engine bandling train.
- Pile drivers, steam shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers, must be placed immediately shead of cabonee when handled on freight or work trains, and immediately ahead of passenger equipment when handled on mixed trains, except that when occupied boarding cars are equipped with steel underframe they may be handled in any location in work, freight, or mixed trains.
- Jordan spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty, he mailes per hour. In cases in which these machines must be handled with rear end forward speed restriction of twenty miles per hour must be observed.
- Conductors will be held responsible for strict observance of this rule.
- Exceptions covering movements in work trains: When any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in paragraph one of this rule.
- Prior to placing work equipment, scale test cars, or dead engines in any train, Yard-masters or Agents must obtain authority from the Chief Dispatcher, or Chief Traffic Supervisor, who will arrange for Form 19 train order to be issued calling the attention of the crew to the equipment and scale test cars being handled and speed restriction applicable.
- Work equipment operators are required to ride on locomotive cranes, hoists, steam shovels, ditchers, pile drivers, rail loaders, rapid unloaders and similar work equipment, and also on crawler type cranes, when being transported on a fat car, when these machines are in service and being moved in work train service to and from the working point. All cranes in trains preferably should have heavier end leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless therwise instructed.
- 4. At all public crossings at grade where automatic protection devices require to be operated by the use of pushbuttons, referred to in time table footnotes or instructions, movements must not obstruct the crossings in less than twenty seconds after pushbutton has been operated.
- D-1. When switching on traders' tracks, air must be coupled on all cars when there are any gates, buildings, piles, exections, equipment, or descending grades.
- D-2. In yard limits specified, that portion of Rule 93 reading, "Where automatic block signal system rules are in effect, known to be clear includes when track is known to be clear by signal indication," does not apply.
- D.3. No light engine nor two or more light engines coupled, when movement is either on single track or against the current of traffic on double track, shall be run a greater distance than twenty-five miles in any one direction without a Conductor.

GENERAL SPEED RESTRICTIONS

(a) Through turnous unless otherwise provided. (b) Spradery in questions unless otherwise provided. (c) Trains handling gards evit care. (d) Trains receiving and discharging mult at carch posts. (d) Trains receiving and discharging mult at carch posts. (e) Equipment on branded by an engine (except something). (e) Equipment on branded by an engine (except something). (e) Equipment on branded by an engine (except something). (e) Equipment on branded by an engine (except something). (f) Equipment on branded by an engine (except something). (g) Maximum speeds for the discharging trains, and a state of the something of care or less than abundan trains below the something of care or less than a state of the something of care or less than a state of the something of care or less than engines (except something). (e) Maximum speeds for discler end units operating under own power: CFA_1Sis_ CFB_1Sis_ Dead steam varieties from which engine tracks, pony variets or side ends are semond disclered by the something of care of the something of care or less than engines (except something). CR_1Sis_ CR_2Sis_ C	8. Trai equi 4. At p or e othe over 5. The inter		(b)		E
8 88883334458888888888888888888888888888	Trains handling wrecking cranes, pile drivers, ateam shovels, hoist cranes, rail loaders or any other work equipment, see Special Instructions No. 3. At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main tracks, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed IO miles per hour from 100 feet distant until the engine or leading car has passed over the crossing. The following special must not be exceeded, and dynamic braking must not be used, by units and combinations amend below when approaching any public road crossing at grade protected by automatic signals or automatic gates; between the approach signal and any railroad crossing at grade protected by automatic interlocking; and where a signal system with automatic features is in service: One-unit diesel engine running light; rail diesel or similar car running alone. Two-unit diesel engine running light; tyo rail diesel or similar car running alone one-unit diesel engine or one rail diesel or similar car runnit of equipment.	Suburban S. W. W. W. W. W. W. W.	OK-12c, d. e, f, h, j, k, l. m, r, s, t. GRG12h, GRG12h, GR 15g, b, m, m, q, r, t, u, GRG-17a s GR 117g, 45d to 4559) GRG-17k (4922 to 4922) GR 117j (453t to 4559) GRG-17c, k (4902 to 4922) GR 117p MFA-15g, MFA-16g, b, c, MFB-16g, b MFA-15g, MFA-18d, b, C, MFB-16g, b MR-16g, b, c, d, MRG-10e. MR-16g, b, c, d, MRG-10e. MR-18g, b, c, d, MRG-10e. MR-18g, b, c, d MR-1	CIA: CFB-16a. CFA-16a, b, CFB-16a. CR-12a, c, d, e, f, CRG-12b. CR-12a, b, c, d, ef, CRG-12b. CRG-24a. ER-4a, b, c, d, GFB-15a, b, c, d, e, GFA-15a, b, c, d, e, GFB-17a, b, c, d	Ourses turiner restricted modified or cancelled by other instructions, the following must be observed Through turnouts unless otherwise provided. Practice for the provided of the provided o
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The equated gross tonnage handled over the undermentioned controlling grades is the tonnage to be shown in appropriate panel at the foot of freight train journals Form 800, and to be reported to Dispatcher for use in the preparation of Form 800. Equated gross tonnage is the sum of Tare, Net and car factor allowance for every car in the train including caboose.

WESTWARD BETWEEN
Between
Interest Minico—Belleville...
Kingston Jct.—Collins Bay ...Belleville—Brockville...
Lindsay—Cambray.....Midland—Lindsay...
Lindsay—Ones....Lindsay—Belleville...
Lybridge—Goodwood....Mimico—Peterboro... EASTWARD
Between
Newcastle-Port Hope.
Kingston Jet.-Rideau.
Unthoff-Shields.
Peterboro-Keene.
Stouffville-Goodwood.

Belleville

When doubleheading an engine of less than 35% tractive effort must be placed ahead of a larger engine. These instructions also apply to assisting engines.

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Note—(a) Ratings include helper service between Port Union and Danforth.
(b) Eastward ratings include doubling at Shields, Keene and Madoc Jct.
(c) Westward: with help out of Lindsay use Orillia—Midhad ratings.
(d) Westward ratings include doubling at Uxbridge.

TIME TABLE NO. 3, OCTOBER 26th, 1958

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*Rating applies where train not required to stop at Trenton Jet. When stop required at Trenton Jet. rating is 2070 tons. A -With Helper 1500 H.P. Diesel, 52% steam engine, or better:—Pt. Union-Scarboro Westward, Don-Scarboro Eastward. B -Without Helper.

If a focomotive comprises units from a higher rating group in multiple with units from a lower rating group, the rating for the focomotive is the same as if all units had been of the lower rating group.

INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS OVER SPRING SWITCHES

Trainmen will observe indication on dwarf signal after train clears spring switch, and if this signal does not display normal indication report must be made from first available point of communication.

ENTERING MAIN TRACK AT SIDING EQUIPPED WITH SPRING SWITCH.
SWITCH INDICATOR, AND SINGLE-LIGHT OR STANDARD LEAVE SIDING SIGNAL.

Before movement to main track is made, trainman must press switch indicator button. If switch indicator then shows no train approaching, open box marked 'Push Button' and press this button. This will cause Leave Siding Signal to display a proceed indication if train is to leave siding. If Leave Siding Signal is cleared in this manner and train in siding cannot for any reason proceed at once, the trainman must immediately open and close the spring switch by hand to restore Leave Siding Signal to stop indication; and when train in siding is again ready to proceed, the method described above must be repeated to secure a favourable indication on the Leave Siding Signal.

If switch indicator shows train approaching after button is pressed, or if a proceed indication cannot be obtained on Leave Siding Signal, trainman must communicate with the train dispatcher or operator for instructions. Telephones are located adjacent to all Leave Siding Signals, Instructions must not be given by an operator without authority of the train dispatcher.

These instructions do not relieve employees from the requirements of Rule 512 where switch indicators are provided, nor from the requirements of Rules 513 and 513a where switch indicators are not in service.

WATCH INSPECTORS

	MUTCH THOU POT DOTO	
Station	Inspector	Address
OshawaT	Oshawa	25 King St. W
Trenton	Trenton Ostranders Jewellers 44 Dundas St.	44 Dundas St.
BellevilleP	BellevillePaul Mercier207 Front St.	207 Front St.
KingstonS	KingstonSmith Bros	Princess St.
Brockville0	BrockvilleO. Holmes204 King St.	204 King St.
PeterboroV	Peterboro	349 George St. N.
Lindsay G	. Beall	62 Kent St.
Midland	rr's Jewellers	281 King 3c.

Napanee.....J. A. Davis.....

TRAIN ORDER OFFICES

Station	Hours of Service	Days of Service	Station	Hours of Service	Days of Service
Agincourt	8.30 a.m. to 5.30 p.m.	Mon. to Fri. incl.	Kirkfield	8	Mon. to Fri. incl.
	9.00 a.m. to 11.40 a.m.	Sat	Lakefield	8.30 a.m. to 5.30 p.m.	Mon. to rn. inci.
Bancroit	700 a.m. to 400 p.m.	Sat.	Lindaay	Continuous	Continuous
	1.00 p.m. to 10.00 p.m.	Mon.	Lorneville	6	Mon. to Sat. incl.
Rennockhurn	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.	Madoc	a.m. to	Mon. to Fri. incl.
_		Continuous	Maripoea	6	Mon. to Fri. incl.
	8.15 a.m. to 5.15 p.m.	Mon. to Fri. incl.	Markham	a.m. to	Mon. to Fri. incl.
Belleville Yard	7,1342	Continuous	Marmora	6	Mon. to Fri. incl.
Rinmfield	6		Maynooth	5.00	Mon. to Fri. incl.
Bonsriaw		Mon. to Fri. incl.	McMillan	8	Mon. to Fri. incl.
Rowmandilla		Mon. to Fri. incl.	Midland	6.00	Mon. to Fri. incl.
200	8	Sat.	Millbrook	5.30	Mon. to Fri. incl.
Reighton	8.00 a.m. to 5.00 p.m.	Continuous	Napanee	-	Continuous
D. Britania.	8	Continuous	Newburgh	to 6.00	Mon. to Frl. incl.
Camphellford	3.30 a.m. to 5.00 p.m.	Tues, to Fri. incl.	Newcastle		Mon. to Frl. incl.
	8.00 a.m. to 5.00 p.m.		Oshawa		Continuous
The same of the sa	3.30 a.m. to 11.30 a.m.		Omemee	~	Mon. to Fri. inc.
Cannington	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.	Peterboro		Mon. to Sat. incl.
Coboconk	7.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.	Pickering	8.30 a.m. to 9.45 p.m.	Mon. to Fri. incl.
Cohourd		Mon. to Fri. incl.	Picton		Mon. to Fri. incl.
	8.30 p.m. to 5.30 p.m.	Sat. and Sun.	Port Hope		
		Sun.	Port Union	0.00	Mon. to Sat. Incl.
		Continuous	Richmond		Mon. to Fri. incl.
Coe HIII	a.m. to 5.00	Mon. to Fri. incl.	Stirling	7.00 a.m. to 4.00 p.m.	
Colborne	5.4	Mon. to Fri. incl.	Stouffville	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Coldwater	_	Tues, to Sat. incl.	,	9.00 a.m. to 11.40 a.m.	Sat.
Collins Bay	a.m. to 3.30	Mon. to Fri. incl.	Strathcona	7.00 a.m. to 4.00 p.m.	Mon. to Fri. incl.
Consecon	to 5.00	Mon. to Fri. incl.		a.m. to	Sit.
Detlor		Mon. to Fri. incl.	Sunderland	4.00	10 Fri
Frnestown	to 8.45	Mon. to Fri. incl.	Sydenham	5.30	Mon. to Fri. incl.
	2.30		Trenton Jct		Continuous
Fenelon Falls	a.m. to 5.00	Tues, to Sat. incl.	Uhthoff	2	Mon. to Fri. incl.
Forfar	to 4.45	Mon. to Fri. incl.		8.00 a.m. to 10.40 a.m.	
Frankford	4.30	Mon. to Fri. incl.	Unionville	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Canada Tar	Continuous	Continuous	Uxbridge	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
CONTRACTOR SCHOOL SCHOO	4.30	Mon. to Fri. incl.		8.30 a.m. to 11.10 a.m.	Sat.
Gilmour	8.00 a.m. to 5.00 p.m.	Tues, to Sat. incl.		5.50 p.m. to 7.20 p.m.	to Sat.
Gilmour	8.30 a.m. to 4.30 p.m.	Mon. to Fri. incl.	Wellington	9.00 a.m. to 6.00 p.m.	Mon. to Fri. incl.
Gallmour Gilmour Hallburton Harrowamith	3.00	Tues, to Sat. incl.	Whitby	8.00 a.m. to 5.00 p.m.	Mon. to Sat. incl.
Gilmour. Halburton. Harrowamith Hastings		Continuous	Woodville	8.00 a.m. to 5.00 p.m.	Mon. to Fri. incl.
Glinour Hailburton Harrowsmith Harrings Kindston	Continuous				

Belleville

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TIME TABLE NO. 3, OCTOBER 26th, 1958

	yeuow, with two diamond shaped pieces cut out. This sign contains no lettering and will be erected on posts or on brackets as occasion demands.	house, main shop or car shop track whether or not the overhead and/or side clearance is restricted. Standard restricted degrance sign consists of a board 8" x 10", painted	tion be diswhere or other- tion be diswhere or other- wise given; and they are forbidden to ride on top or sides of cars or engines when on any engine	they are warned that where restricted clear- ances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs, nor will their loca-	special instructions. They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops;	otherwise be given, and that when or if these signs are not provided in yards and terminals the location of the restricted clear- ances will be shown in	or indicated by "Re- stricted Overhead Clear- ance" or "Restricted Side Clearance" signs, no other advice will elsewhere or	elsewhere or otherwise be given. They are warned that where these are marked	to Restricted Overhead Clearances and that where "Tell-Tales" are erected no other advice or such restricted clearances will	Regarding General Rule "W"— Restricted Clearances Employees are hereby advised "Tell-Tales" give	
BELLEVILLE CITY BR.	GANANOQUE	PICTON	R R R		HTOONYAM	PICTON	R R R R R		6	OSHAWA	Subdivision
	Belleville	Picton Tracks	***		Eldorado Tracks	Trenton	Brighton Tracks	Tracks	Cobourg	Whithy Oshawa Bowmanville Oshawa Port Hope	Terminal or Yard
North and South Yards, all Tracks. National Grocers Track. 300 ft. South C.P.R. Diamond Campbell Feed Co. Smith Coal Co. Houston Lbr. Co Track. South of McColl Oil Co. Imperial Oil Co.	Engine House Lead	Cold Storage Track Mileage 11.0	62.5 siding. 76.4.	0.55 0.57 0.7 0.0. 1.1 8.6	Canada Creosoting Co Thompson Elevator Team Frack. Mileage 0.4. 0.5.		249.61. 249.61. 242.0. W. C. Butler Track. Mileage 222.0.	Between all tracks north of westward siding	Eldorado Gold Mines. Douglass Pectin track. Cobourg Dye Works track. Branch track.	Tracks	Trainal Location Structure or Side of Overhead Subdivision
Other engines and cars. Platforms	Water column	Roof Projection Overhead wires	Overhead hopper Overhead wires		Boiler house and bins. Pole, unloading rack. Elevator pit. Overhead wires.	Roof projection, OfficeB	PlatformOverhead wires.	00	Retaining Wall Relaining Wall Buildings, pipes, etc. Warshouse. Trees East South of	Building. Building. Overhead wires. Platform and ret. wall. Platform and cars. Roof projection. Coal bin. Coal bin. Coal force. Coal force.	Structure or Obstruction
Both sides Both sides West South South South Fast East West	Both sides North Both sides East	East	Both sides		Both sides West West	East South	North	Both sides	West Both sides Both sides	North North South South West West West West	Side of Track
Pipe	Building	Wires	Hopper Wires		Wires		Wire	Wires	Pipes Building	Wires Wires	Overhead
CAMPBELLFORD	MIDLAND	* * * * * *	GANANOQUE		KINGSTON BR.	GANANOQUE	CATARAQUI SPUR	DESERONTO	GANANOQUE	BELLEVILLE CITY BR.	Subdivision
Peterboro	Tracks	Gananoque Jct. Tracks Mallorytown	Tracks Lansdowne		Kingston	Kingston	•	Napanee Deseronto	Marysville	Belleville	Terminal or Yard
Wm. Hamilton Tracks. Shed Track No. 1. Dewart Bros. Gradian General Electric Conger Lehigh Coal Co. Albert & Goldberg. B. R. Strano & Co. Deth & White Between Interchange Tracks. Between Freight Shed Tracks.	Mileage 42.7. 43.6. 72.0. 73.5. 73.5.	on en	Mileage 175.0	Swift Co Track Canadian Locomotive Co. S Barrack Street CQueen Street CQueen Street Coate to Locomotive Works Coate to Locomotive Works	Davis Leather Co. Track Susman Co. Track Freight Shed Kingston Public Utilities Track Peters Seed Co. Kingston Milling Co.	Yard Track Dead End Frontenac Floor Co. Track. Old Shop Building Stock Pen Track. Express Track.	Acme Farmers Track	Mileage 6.5		A. Safe & Son	Terminal Location Structure or or Yard Obstruction
Shed Praiorm, etc. Let House. Let House. Let House. Low	Overhead wires	Mau crane. Telegraph poles. South side station Overhead Wires. Mail crane.)verhead Wires	osts. Oal Sheds. Cale Track. Verhead wires.	oles. toof projection. ate posts. hed. tone building.	Repair bldg, west end Platform and building Roof projection Loading Platform Roof Projection west end	Pipes and Wires Elevator buildings	Overhead wires	:_	fouces and Platforms. Heighbone poles. Juliang and platform. Juliang and platform. S. Anderson Bldg. Suiding.	Structure or Obstruction
East East West West West West West West West South Both sides Both sides		North North	South	North East North	Both sides West West Both sides West West	South South North	East	Both sides		Both sides Both sides North North Both sides West Both sides	Side of Track
Building	Wirg	Wires	Wires	Wires			Pipes & Wires	Wires) : :		Overhead

Subdivision CAMPBELLFORD	Terminal or Yard Tracks Stirling Tracks
LAKEFIELD	Peterboro
ASHBURNHAM BRANCH	Peterboro
RIVER SIDING BRANCH	Lindsay "
HALIBURTON	Tracks " Main track Haliburton
COBOCONE	Cannington Tracks

MEDICAL OFFICERS

DR.	DK.
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DR. J. P. McGUIGAN, Regional Medical Officer, Toronto, Ont.	DR. K. E. DOWD, Chief Medical Officer, Montreal, Que.
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gional	ledical
Medical	Officer,
Officer,	Montrea
Toronto,	I, Que.
Ont.	

MEDICAL CLINIC

Room 642, 151 Front St. W., Toronto, Ont. Telephone EMpire 6-9011, local 493. (Hours 9.00 a.m. to 4.45 p.m. Monday to Friday.)

,		Beaverton East Dr. H. D. Ames West switch Lorneville to west switch Brechin, and	BANCROFT Dr. S. S. Lumb	STATION	
	Phone	Dr. H. D	Dr. S. S. Phone	MEDIC	Modelook
	Office (Res. (. Ames	Lumb	MEDICAL OFFICER	
	Phone: Office GArfield 6-7331. Res. GArfield 6-7649.	W		CER	200000000000000000000000000000000000000
	7331. 7649.	est switch	orth switc ybla to La	*	
	tch Beave	h Lornevi	h Gilmou ake St. Pe	ַם	
	ton to nor	lie to wes	to Mayn	DISTRICT	
	th switch	t switch	ooth and		
2	Brechin	Brechin	Tory H		
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BELLEVILLE...... West switch Belleville to east switch Shannonville, to west switch Foxboro. † Dr. E. G. Kennedy Phone: Office WO-8-5373, Phone: Mountain View 4R12.

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BRIGHTON.......DR. W. O. Elliott....... West switch Believille to west switch Colborne.
Phone: Office 217,
Res. 422. † Dr. V. Blakslee Phone WO-8-5272.

BROCKVILLE....... DR. H. E. Preston...... West switch Prescott to west switch Mallorytown.
Phone 2324. † Dr. M. G. McGuire. Phone 5766.

COBOCONE...... Dr. R. E. Jamieson...... Coboconk to north switch Lorneville.

Phone 23. CANNINGTON...... Dr. C. A. Galloway...... South switch Sunderland to north switch Lorseville, Phone 41. to east switch Grass Hill. CAMPBELLFORD Dr. W. W. Baker...... West switch Hoards to east switch Keene.
Phone 794.

FENELON FALLS..... Dr. G. C. Johnstone..... South switch Cameron to south switch Gelert.

Phone 20.

GAMANOQUE Jer..... Dr. H. Godfrey Bird...... West switch Mallorytown to east switch Rideau.
Phone 595.

HALIBURTON...... Dr. L. H. Carroll Haliburton to south switch Gelert and between Tory Phone: Office 1785,

Hill and Howland. East switch Rideau to west switch Collins Bay.

LINDSAY..... Phone 4821. Omemee to east switch Lorneville, and west switch Phone 4821.

Dr. M. E. Gorman. Phone: Office 2792, Res. 2693.

MIDLAND....... Dr. T. J. Johnston...... Midland to Foxmead.
Phone: Office 207,
Phone: Res. 692.

† denotes: Doctors equipped to handle Vision, Color Sense and Hearing examinations.

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YARKER	WHITBY	Uxbridge	TRENTON †					TORONTO	STOUFFVILLE	STIRLING	SMITES FALLS	PORT HOPE	PETERBORO †	OTTAWA	Oseawa†	Овпли	Napanee	STATION MILBROOK
	Dr. J. O. Ruddy Phone 587.	Dr. J. R. St. John Phone 210W. Dr. T. E. Lennox Phone 210W.	Dr. J. W. Farley Phone 3601.	Dr. F. Cruikshank 186 Main St. north,	Dr. J. H. Davies	Dr. C. A. White	Dr. H. Leibe	Dr. R. N. Killingbeck Dr. G. L. Chambers Room 248, 17 Queen 86 Wells Hill Ave., (LE.	Dr. H. Freel Phone 164.	Dr. E. A. Carleton Phone 371.	Dr. A. B. Murphy Phone 101.	Dr. J. B. Benson Phone 3823.	† Dr. L. W. Thompson Phone: Office 23401, Res. 8413.	† Dr. H. E. Minnes Phone CE. 5-6141. Dr. T. Keith Scobie, 287 O'Connor St. Phone: Office CE. 5-1975. Dr. R. Lorne Gardiner, 684 Echo Drive; Phone CE. 2-4336.	ham 3-2833.	Dr. R. E. Hipwell	Dr. E. R. Ellicott Phone 555.	MEDICAL OFFICER Dr. M. E. Hobbs Phone 60.
	West switch Oshawa to west switch Port Union.	South switch Sunderland to west switch Goodwood and west switch Manilla.	North switch Bonarlaw to Trenton Jct. and Trenton Jct. to Picton inclusive.	Malton Airport Weston, Ont. (CHerry 1-5209).	Don River on the west, C.N.R. main line on north, west switch Port Union and west switch Unionville on the east and by the lake on the south. North of St. Clair Ave. East of Avenue Road and Leaside	Minito to west switch Ft. Credit. Long Branch Parkdale to Concord 2-2902).	Mimico to west switch Pt. Mimico.	Medical Clinic. City of Toronto and Don. Street E., (EMpire +1919) 5-1856)	West switch Goodwood to west switch Unionville.	West switch Foxboro to west switch Hoards and to east switch Crookston.		West switch Cobourg to west switch Newcastle.	East switch Keene to Omemee and from Peterboro to east switch Fraserville and to Lakefield.	East switch Carlabad Springs to east switch Graham Bay and Hull.	West switch Newcastle to west switch, Oshawa.	Orillia to east switch Brechin to west switch Foxmead, to south switch Washago, to north switch Oro.	West switch Collins Bay to east switch Shannonville.	DISTRICT Millbrook to west switch Fraserville.

DIAGRAM SHOWING LOCATION OF DISPATCHERS PHONE WIRES

FACE DIRECTION NAMED AND COUNT CROSSARMS FROM TOP DOWN

BELLEVILLE

DIVISION

GANANOQUE SUBDIVISION

MANITOBA YARD TO NAPANEE LOOK WEST NAPANEE TO LOOK WEST BELLEVILLE

BELLEVILLE TO

M. 230.7

M. 301.1

M. 230.7

LOOK WEST

OSHAWA

SUBDIVISION

LOOK WEST 70 M. 301.1 70 LOOK WEST M. 305.0 M. 305.0 9911111111 LOOK WEST M. 323.2 70 M. 323.2 TO LOOK WEST M. 332.2

CAM PBELLFORD

SUBDIVISION

TO M.21.7 M. 41.3	BELLEVILLE M. 21.7	LOOK WEST LOOK WEST	F		Tradice I I I I I I I I I I I I I I I I I I I
LINDSAY	70 M. 41.3 TO	VEST LOOK WEST			and the same

SCRAPING ANY CORROSION OFF THE POLE LINE HOOKED UP AS CLOSE AS POSSIBLE TO THE POLE, FIRST WIRE, IN ORDER TO THE TRAIN DISPATCHER THE EMERGENCY TELEPHONE WIRE MUST BE ESTABLISH CONTACT SITI

MIDEAND

SUBDIVISION

E ATHERIET JCT. McMILLAN	LOOK WEST LOOK WEST LOOK WEST LOOK	
MCMILLAN TO		100

TRAIN PHONE WIRES MARKED THUS - ..-

Belleville

SPEED TABLE

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1400		0	8	4	36.00	R .	6	R	74	64.29	2	56		R
17.14	R	30	R	w	37.89		35		-	65.45	2	55		
20.00		0	R	ω	40.00	•	90	R	_	66.67		54		2
21.18	R	50		N	42.35	n	25		-	67.92		53		2
22.50	2	40		N	45.00	R	20		_	69.23	R	52	-	
24.00	2	30	2	N	48.00	R	<u>.</u>		_	70.59	A	<u>u</u>	-	
25.71	R	20		N	51.43		5		_	72.00	R	50		2
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30.00	£	0		N	60.00	•	•			75.00	R	48	2	
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32.73	R	50		_	62.07	•	85	R	0	78.26		46	2	
34.29	80C.	min. 45 sec.	min.	_	63.16	8ec.	0 min. 57 sec.	min.	0	80.00	8ec.	0 min. 45 sec.	₹.	=
Miles per hour	ile	Time per Mile	9 em	#	Miles per hour	7	Time per Mile	ne p	1	Miles per hour	9	Time per Mile	9	3